

# *The* FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

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VOLUME 16 NUMBER 1





THE FORK & BLADE is published bi-monthly by The Lincoln Owners' Club at 821 West Chicago Street (Box 189) Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

## THE FORK AND BLADE

THE FORK AND BLADE is the official publication of The Lincoln Owner's Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

## CONSTITUTION OF THE LINCOLN OWNERS' CLUB, INC.

### Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

### Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

## BOARD OF MANAGERS

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1931-1939:

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## BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00.

5. Dues for active members shall be **\$10.00 per year.**

6. Dues will be charged for the fiscal year beginning February 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.



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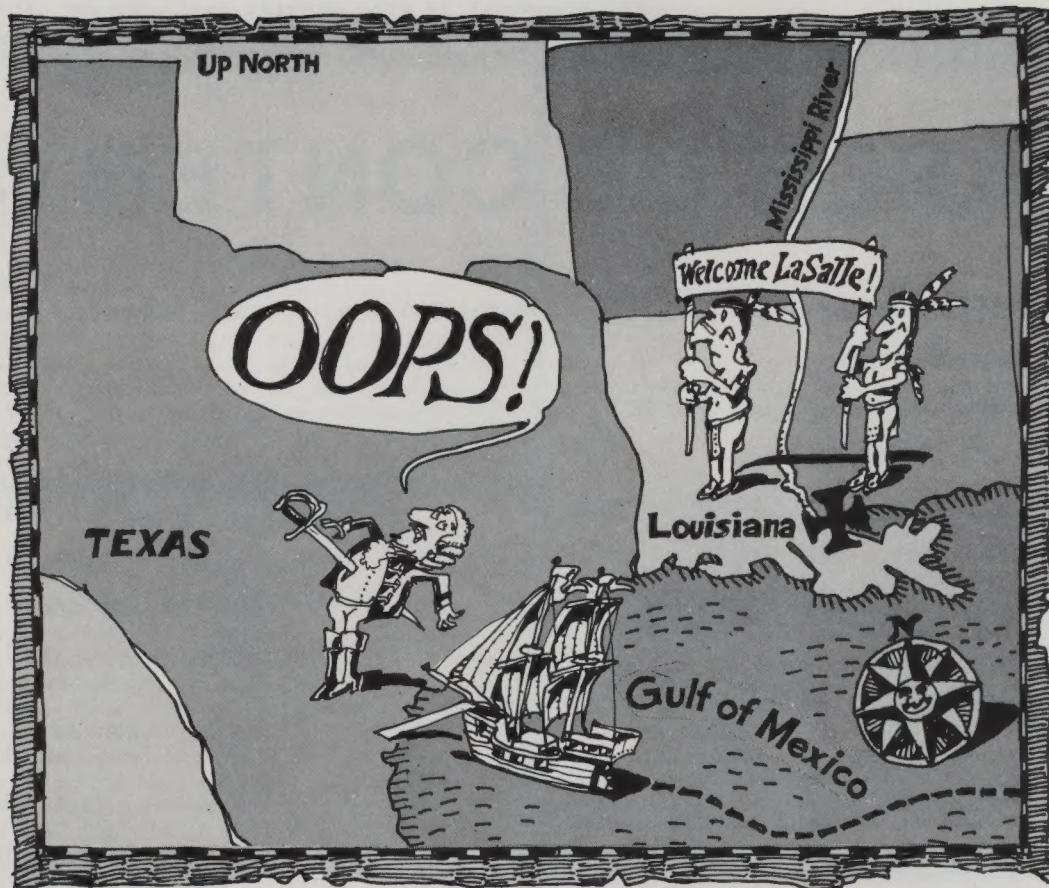
## CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS . . . . . \$ 30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS . . . . . 25.00
3. AUTHENTIC COVERS FOR 1924-35 LINCOLN SERVICE BULLETINS . . . 5.00
4. L LINCOLN SHOP MANUAL, Available NOW . . . . . 20.00
5. 1921 LINCOLN SALES CATALOG, When Available . . . . . 5.00
6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards). . . 5.00
7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards). . 5.00

Items #1-4 are available for immediate delivery. Items #6 and 7 are being reprinted and are now, or will be soon, available. The 1921 sales catalog, item #5, may not be printed if more orders are not received. Mr. Henry Harper has been given a supply of the club projects and will be filling your orders from now on.

If you have any questions or problems regarding the club projects let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent.





René Robert Cavelier de La Salle led an expedition across the Atlantic in 1684 to colonize New Orleans. Unfortunately his campaign errored. He missed New Orleans and landed in Texas. His faulty sense of direction was not overlooked by his followers who eventually killed him.

Mr. La Salle was not the only one who had problems with directions. Somehow, somewhere, an error was made in the dating of the Sept./Oct. and Nov./Dec. issues of The Fork and Blade. The issue that was intended to carry the date of Sept./Oct. was printed with the date of Nov./Dec. and came out late. The issue I intended to be the Nov./Dec. issue was finished and mailed to Sally some time ago and should be out soon. Unfortunately, when that issue arrives in the mail, to your home, it will have the date Sept./Oct.. Now does that fog your windows? Several members have caught the error and have written for an explanation. How would you like to write this explanation several times??

Hopefully, that mess is behind us and we can get on with the issues at hand, which is to get out a useful and TIMELY F&B. Now I will be the first to admit that being TIMELY has been a problem for me. To correct the problem, I have set a deadline of the fifteenth of the first month of issue (i.e. Jan. 15<sup>th</sup> for the Jan./Feb. issue), on which camera ready copy is to be tendered to the printer. Due to last minute changes and additions, I did not make the dead line this time, but I won't be off by much. The Jan./Feb. issue will be printed in Minneapolis and sent to the Sec.-Tres., Henry Harper, for mailing. This may or may not be a permanent procedure.

Due to the increase in the size of the club and the fact that our St. Louis printer was printing "short runs" to hold down costs, we find ourselves in the embarrassing position of having precious few extra copies of the F&B. If you are missing any copies, please write to Henry Harper NOW. For the time being it does not look as though there will be any serious attempt to reprint any back issues of the F&B, contrary to what was said at Hershey.

Do you remember that famous comedy routine that Abbot and Costello had about the names of the members of a baseball team and the positions they played? Well, the name of that routine was, "Who's on first?". Now we are facing the same thing and it is not funny. As of 1/17/77 send all your requests for back issues, projects, or complaints to Henry Harper. Send your adds to me (the editor). Send your change of address information to Joe Hordubay and Henry Harper. With a little bit of luck, we will get our act together before the Mar./Apr. issue hits your door.



# MINUTES

L.O.C. ANNUAL HERSHEY MEET

October 8, 1976

President Dr. Richard Quick opened the meeting with some appropo remarks and welcomed all newcomers. Dick Chapman, Vice-President, was unable to attend, so the V.P. report was waived.

Henry Harper presented the Secretary/Treasurer's report based on the status of accounts as of Sept. 30, 1976.

Opening Balance as of 10/6/75 \$ 5,197.83

Receivables:

Dues 1975	\$ 20.00
Dues 1976	3,832.70
Dues 1977	750.00
Projects	2,564.65
Hershey 1975	1,425.00
Dearborn 1976	2,104.50
Pins/Badges	15.25
F&B back issues	3.00
	<u>\$9,972.60</u>

+ \$ 9,972.60

SUB TOTAL \$15,170.43

Disbursements:

Postage	\$ 299.53
Refunds	112.10
Printing	8,689.59
Hershey 1975	1,385.04
Plaques Hers'y '75	70.00
Plaques Dear'n '76	50.50
Trophies " '76	51.99
Dear'n Fri.Din.'76	467.30
" Sat. Banq't '76	1,587.09
Statem't, Misc.	499.07
Bank Svc. Chg.	7.25
Canadian Exch. Chg.	.56
	<u>\$13,220.02</u>

-\$13,220.02

TOTAL BALANCE ON HAND, 9/30/76 \$ 1,950.41

Henry reminded us all that the dues are payable on Nov. 1<sup>st</sup> and delinquent after Mar. 1<sup>st</sup>. He went on to say that the treasury is depleted due to all of the club publications. He said we must have communications to move forward. The many projects that members requested are now available, and Henry said we need support from the members in the form of orders before we can consider any more new projects.

The F&B Editor, Jim Elliott, was unable to attend, so Dr. Quick gave a brief report on the current status of the F&B. Dr. Quick explained the mix-up in dates on the Sept./Oct. and Nov./Dec. issue. It seems the printer lost his calendar! Cost of reproducing photographs has increased our cost and thus reduced the number of pages. The Asst. Editor, Sally Ann Quick, has been handling the mailing of the F&B and will need to be kept informed of any changes of member's address. Sally will not be handling the mailing of projects, so those requests should be sent to Henry Harper.

Dick Price, the Projects Chairman, was not able to attend either, so the following was conveyed on his behalf. All of the Lincoln Shop Manual reprint projects are now available for immediate shipment. Bulletins and other items were brought to the meeting and were available for sale at the close of the meeting. Orders were taken for microfiche cards, to be filled as they become available. All checks for dues or projects should be sent to Henry Harper with an itemized list of what you ordered. If you have a question, please send a stamped self-addressed envelop as it speeds up your reply. The reprinting of a color catalog is in the discussion stage, as well as some repro. parts (valves, brake lubricator, and so on) However, the reprint projects will have to be in the black before we will go ahead.

It was brought to the attention of the membership that sometimes it does not pay to be totally faithful in a reproduction project. It seems that the factory made an error on the volume number of the 1934 #12 K Service Bulletin. When we reproduced the service bulletins exactly as the factory originally released them, we duplicated their mistake! Well, anyway, you can be proud to have a very faithful reproduction.

Next, Joe Hordubay, the Membership Chairman gave his report. We had 475 members in '75. The number now exceeds 500 and is fast approaching 550. This is a good sign that the club is healthy and has something to offer.

With the board members reports out of the way, old and then new business was called for. The 1977 Dearborn Meet was discussed and the date of August 6<sup>th</sup> was accepted as not causing any conflicts.

Finally, the meeting was opened for discussion from the floor. The possibility of joining forces with The Lincoln Continental Owners Club was again suggested. Jack Passey expressed concern that L.C.O.C. was too large a club for us and we would be lost in the shuffle. Jack felt we would be disappointed with the results. John Brower agreed, but added that they do seem to have a lot of life in their meets. He suggested a visit to the Lincoln plant during the Dearborn Meet. A general discussion of meets ensued, with Oakley Sumpter expressing concern over the selection of dates for meets so that they would not conflict with other national meets. Morris Kunkel expressed the wish that forthcoming meets be something to remember. Harry Kaphingst suggested a flea market and a shopping trip to Canada during the Dearborn Meet. From the floor, it was suggested that a contingency plan be established for last minute registrations at meets. It was suggested that the telephone numbers of the host hotel be published with the meet publicity, so that one might be able to phone in a reservation.

Dr. Quick brought the meeting back to order with a request for a discussion of the need for a dues increase. Joe Hordubay reminded

Cont'd page 14



# Do This First

- 1 Try pedal action to see if brake system is free acting. If pedal does not snap quickly into released position immediately after brakes have been applied, it indicates either weak or broken brake springs or friction somewhere in the system. On a hydraulic system the sluggish return of pedal may be caused by either one of the things just mentioned or by a fluid that is too thick or a swollen cylinder cup.
- 2 If pedal action test of a mechanical brake shows lack of freedom in system, go over it thoroughly by cleaning with gasoline or kerosene, loosen with some good make of penetrating oil, then lubricate all lubricatable points with oil or high-grade non-caking grease.
- 3 After checking and correcting as mentioned above, jack up all four wheels and check all wheel bearings for looseness. Both the front and rear wheel bearings must be properly adjusted. Wheel bearings should be checked and adjusted before the brakes are adjusted, not after they are adjusted. This is very important.
- 4 While the brakes are being adjusted, check the drums for eccentricity. On internal brakes a rough check may be made by turning up on the clearance adjustment until the wheel shows just a slight drag when turned by hand. Eccentric condition of the drum will be indicated by alternate tight and loose or more drag and less drag spots, as the wheel is being turned. A tool employing dial gage or feelers will indicate the amount of eccentricity and aids in convincing the customer on the advisability of a drum renewal or reconditioning job.
- 5 If brakes show a tendency to chronic unequalization and driver complains that car pulls to right or left when they are applied, check for loose axle to spring bolts, loose backing plates, etc., and rusted connections in the linkage. If these do not cure the trouble, it will be advisable to check the camber, caster and toe-in of the front axle and reset if necessary. Remember that brake torque causes a change in castor angle and if one front spring is much weaker than the other that brake application cannot be equalized.

This information is taken from the manual BRAKES by Chilton Co. and is intended as a supplement to that found in the Lincoln Service Bulletins.



# Three Shoe Perrot Control

Hudson (Prior to 1930)  
Hupmobile Six (early)  
Lincoln (prior to 1931)

Locomobile (some)  
Cunningham 8 to 1930  
Marmon 8 (1927)  
Packard (after 1925)

Stearns-Knight to 1930  
Studebaker Commander (some)  
Studebaker President 8 (some)

The **Bendix-Perrot Control** is a method of operating the front wheel brakes by means of an articulated shaft.

One end of the control shaft is supported in a ball joint attached to the frame of the car or other convenient point. See Fig. N17. The other end is attached by means of a universal joint to the brake cam. The rod is thus free to move with the rise and fall of the vehicle wheels without causing any tightening or slackening of the brake control rod.

As far as adjustment is concerned, the only difference between the Bendix Lever and Bendix-Perrot controls is that the Bendix-Perrot type has no worm ad-

justment, and the front brake cam position is altered by varying the relative positions of the lever and shaft.

## Adjustment Procedure

Jack up all four wheels before making these adjustments:

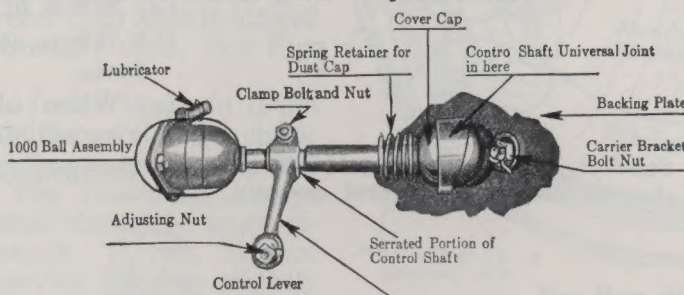


Fig. N17. Parts of Bendix-Perrot Control

1. Loosen eccentric adjustment lock nut (B, Fig. N18) and turn eccentric in direction wheel revolves when car moves forward, until secondary shoe is tight against drum. Then back off gradually until wheel is just free.

## Adjustment of Cam Carrier Brackets

Adjustment of the brake operating cams and their carrier brackets should be made whenever the shoe assemblies are removed and also on all major adjustments.

As already explained the carrier bracket bolt nuts pass through slotted holes so that the bracket can move end-wise a little. This end movement allows the cam to center itself between the primary and auxiliary shoes. If the plain washer is bent or the carrier bracket is held too

tightly against the backing plate thereby preventing the end movement above referred to, the automatic centering of cam and bracket will not take place and poor brake action will result. Too loose a carrier bracket on the other hand will cause grabby brakes.

The carrier bracket may be considered in correct adjustment when it is bolted to the backing plate tightly enough to resist movement by hand but loose enough to be readily moved when tapped with a hammer. Examine and make sure that the plain washer is not bent. Make sure that the lock washer is not broken.

On some models a special cam shaped stop is fitted to control the position of the carrier bracket. This construction is shown in Fig. N14. To adjust this type proceed as follows:

- (a) Turn each stop away from bracket.
- (b) Drive car short distance and apply brakes violently.
- (c) Turn stops until they touch bracket, then back off slightly and tighten. This should give about 1/32 in. clearance between stop and bracket. The carrier bracket nuts on this type construction should have same tightness as those without the stop.

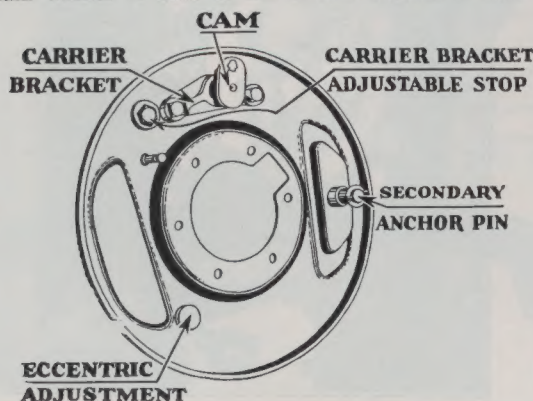


Fig. N14. Outside end view of Bendix assembly with carrier bracket adjustable stop



## BENDIX THREE SHOE PERROT CONTROL

Hold eccentric and tighten lock nut. Repeat this procedure at other 3 brakes.

### Lever Angle

2. Now check angle of cam shaft operating levers to which the pull rods are attached at the brake end. All levers should stand at just more than right angles fully applied or at approximately 65 degrees to their pull rods when brakes are released, as shown in Fig. N19. If levers do not stand at position of maximum leverage they should be reset as follows:

- (a) Back off on ball adjusting nut at end of each pull rod.
  - (b) Loosen operating lever clamp bolts (Fig. N20) and slide levers off serrations.
  - (c) Re-install levers on serrations so that each stands at angle 60-70 degrees to its pull rod as shown in Fig. N19. Tighten clamp bolts.
3. Take up on each ball nut (A Fig. N18) until wheel just drags. Back off until just free.

### Equalizing

4. Equalize as follows: Push pedal down with

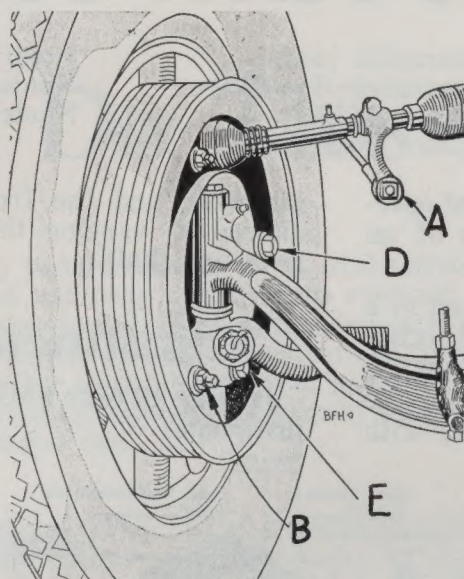


Fig. N18. Frame side of backing plate showing various adjustment controls

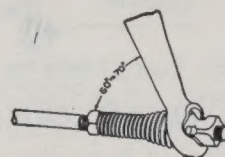


Fig. N19. Correct angle of Bendix levers with brakes released

block or pedal depressor until the tightest wheel can just be turned by hand. Slack off tight wheels a turn at a time on pull rod ball nuts until all four wheels are the same.

5. Remove depressor from pedal and see that all four wheels are "free." Make final equalization on testing machine or road, loosening ball nut at "tight" wheel.

### Anchor Adjustment

Anchor pins should be adjusted:

- (a) When fitting newly lined shoes.
- (b) When anchor pin nuts are found loose.
- (c) When other adjustments fail to give satisfactory results.

6. To adjust anchors: Jack up all four wheels. Turn eccentric adjustment (B, Fig. N18) away from articulating pin and leave loose. Slacken anchor pin nuts free of lock washer. Tap both anchors out toward edge of drum as in Fig. N11. Hold brake on tight by 100-pound load on the end of a 10-in. pipe wrench. See Fig. N20. Tap anchor on end and

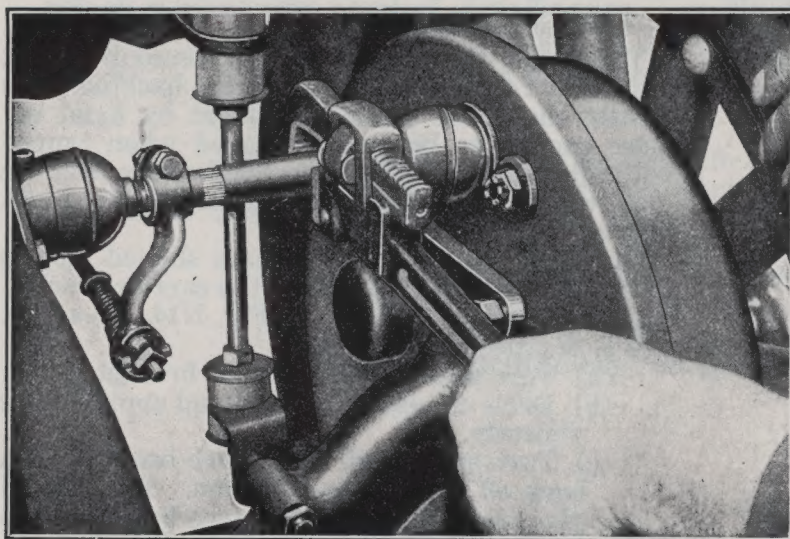


Fig. N20. Applying front brake with pipe wrench for resetting cam operating lever. Note lever is off serrations

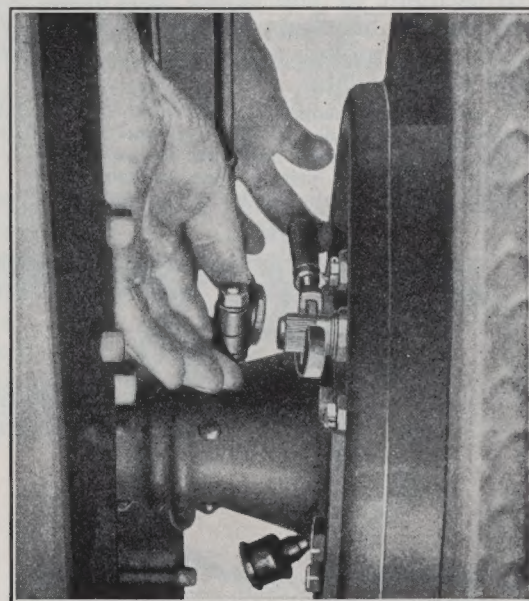


Fig. N21. Applying rear brake with pipe wrench to set cam lever to proper position



## BENDIX THREE SHOE PERROT CONTROL

still holding brake on, tighten both nuts as tight as possible with a 16-24-in. wrench. Release brake and readjust at eccentrics and pull rod ball nuts as outlined in paragraphs 1, 2, 3 and 4.

— OR —

- 6x Drums with inspection ports permit a far more satisfactory anchor adjustment, as follows:
- (a) Slack off eccentric adjustment "B," Fig. N 18, and slightly loosen both anchors "D" and "E." Apply brake by hand and tap anchor nuts.
  - (b) Using a feeler, adjust upper anchor "D" to give .005 in. clearance at the heel (anchored) end of the secondary shoe and lower anchor "E" to get .005 in. clearance at heel of auxiliary shoe.
  - (c) Using a feeler, adjust eccentric "B" to get .010 in. clearance at toe end (end that is hinged to primary shoe) of secondary shoe. See Fig. N21a.
  - (d) Now insert .010 in. feeler blade in drum hole and, while turning drum slowly, check clearance over remaining length of primary and auxiliary shoe lining. The clearance, except near heel of auxiliary shoe should be approximately uniform full length. If not, balance clearance by tapping carrier bracket slightly one way or the other. Recheck all clearances, making sure that toe of secondary shoe has twice as much clearance as heel, then lock all anchors with 24 in. wrench. Equalize at pull rod ball nuts.

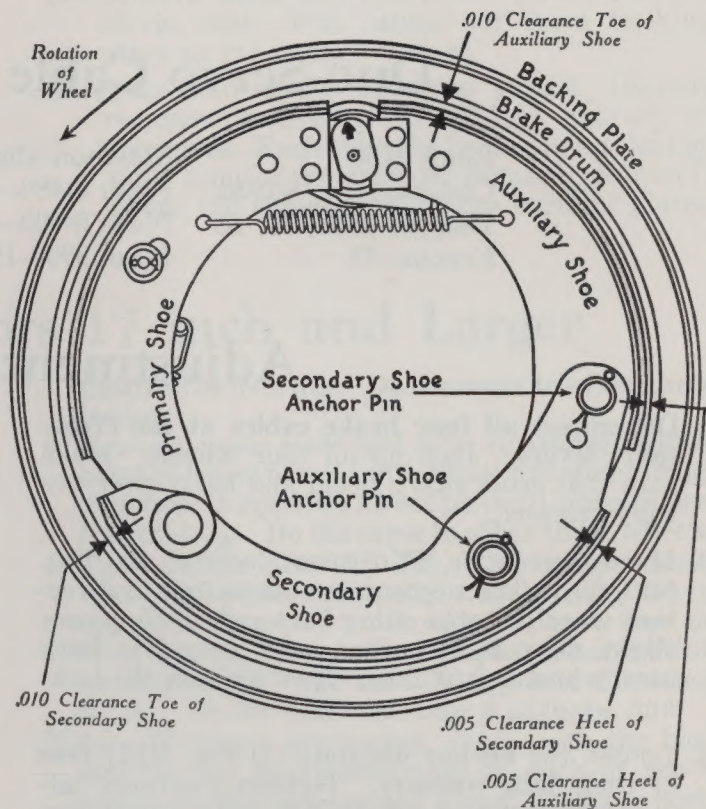


Fig. N21a—Proper heel and toe clearances for best results on most three shoe models

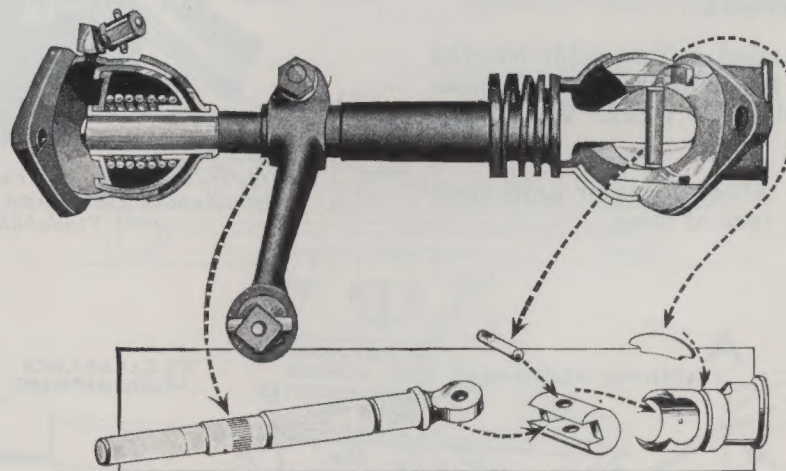


Fig. N22—Section of Perrot Control

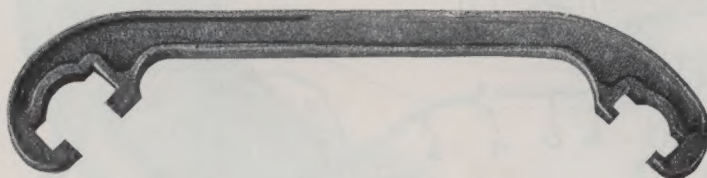
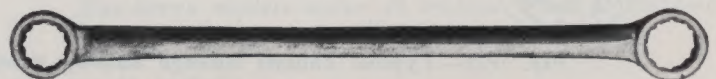


Fig. N24—16-in. double-end box wrench for Bendix anchor nut. Proper tightening of anchors requires 16-in. leverage

Fig. N23—Bendix special wrench #10090, used to apply brakes while setting anchors. This wrench engages the control lever and eliminates cutting the shaft, which occurs when the pipe wrench is used





## BENDIX DUO-SERVO BRAKES

# Duo-Servo Cable Double Anchor

Buick 8-50

Cunningham 8-1930

Lincoln 1931, 32, 33

Erskine 53

Marmon after 1929

Nash 6-480—1930

Nash 8-490—1930

Nash 890—1931

Oldsmobile after F29

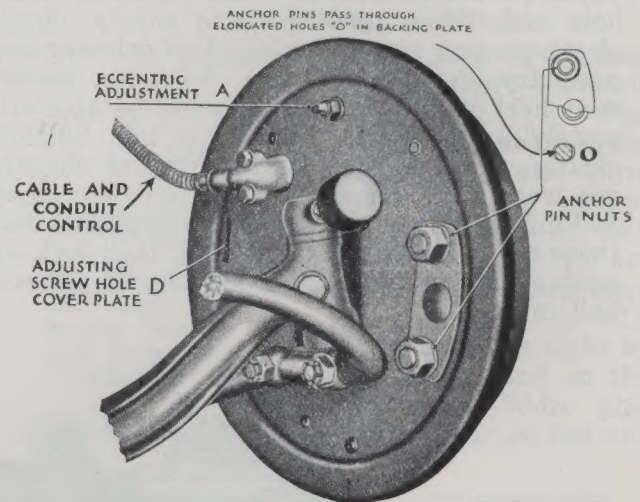
Peerless after 1929

Roosevelt 1930

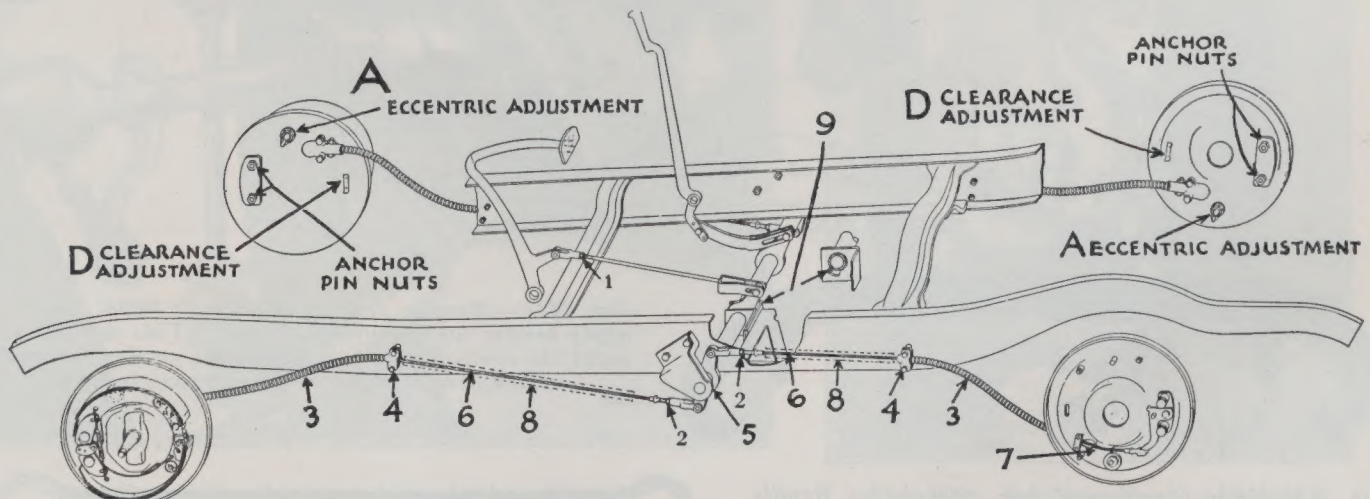
Studebaker after 1930

## Adjustment Procedure

1. **Disconnect all four brake cables at the cross-shaft levers.** Jack up all four wheels. Make sure that cross shaft, pedal and hand lever are fully released.
2. **Loosen eccentric adjustment locknut (A. Fig. N27, 28).** Turn eccentric adjustment in direction wheel rotates going **forward**, until a **very slight drag** is felt, then turn eccentric **back** until wheel is just free. Now **tighten** the locknut.
3. Loosen the anchor pin nuts (O Fig. N27) free of their lock washers. Tighten clearance adjustment notched wheel "D" until wheel can **just be turned** with both hands. Tap threaded ends of both anchor pins with a soft hammer; then **tighten** anchor nuts as **tightly as possible** with a sixteen inch wrench.
4. With shoes still **expanded**, adjust cable lengths so that clevis pin will **just enter** clevis and cross-shaft lever with cable held **tight**. Reconnect cables.
5. **Back off** the notched wheel adjuster until each of the 4 wheels is **just free** of drag.
6. Use pedal depressor to check for even drag at all wheels. Try on testing machine or road and get final equalization by loosening clearance adjustment (D) at "tight" wheel.



*Fig. N27—Cable control type double anchor Bendix Duo-Servo brake as used on 1931 Studebaker cars*



*Fig. N28—Typical chassis linkage hookup using cable type controls. Dotted lines indicate position of conduits during lubrication*



## BENDIX DUO-SERVO CABLE DOUBLE ANCHOR

### Lubrication of Cables

The portions of the pull cables that are enclosed by the conduits (3) should be lubricated every 3000 miles as follows:

**A**—Clean the exposed section of the 4 cables (6) with waste, or preferably a lintless wiping cloth. See Fig. N28.

**B**—Remove shoes and disconnect cables at their clevis ends. Pull cables out from backing plate as far as they will go.

**C**—Clean and apply graphite grease (Bendix recommend Gredag No. 213½) liberally to the cables. **Each** time the brakes are **adjusted**, apply some of the graphite grease to points (7) where the cables contact the backing plates.

## Adjustment of Anchors 17 inch and Larger

Some models of the Duo-Servo series in sizes 17 in. diameter and larger are equipped with eccentric type anchor pins which call for a different adjustment procedure than the sliding type previously described.

The adjustment for wear or "minor" adjustment is executed the same as on the regular models. The major or anchor pin adjustment should be made as follows:

1. Jack up all four wheels. Loosen 8 anchor lock nuts and with screwdriver turn the pins so that the **high** side of each is nearest the camshaft as in Fig. N29.
2. Loosen lock nut on eccentric adjustment. Rotate wheel by hand and at the same time turn the eccentric adjustment in the direction wheel rotates when car is moving forward until a very slight drag is felt, then turn eccentric in **opposite** direction until wheel is just free. Now

tighten the lock nut. Do the same to other three brakes.

3. Remove cover plate and turn clearance adjustment notched wheel until wheel has slight drag, then turn in **opposite** direction until wheel is just free of drag. Do the same to other three wheels.
4. Turn anchor pin "A," Fig. N29, counterclockwise until wheel shows slight drag, then turn in **opposite** direction until wheel is just free of drag. Lock in this position. Repeat the operation on anchor "B" but turn in **opposite** direction to "A." Do the same on other 6 anchors.

Note:—If drums are ported, check both the heel and the toe lining clearance at each of the 8 shoes. If anchor pins and eccentrics have been properly adjusted there should be a 2 to 1 heel to toe clearance ratio. This means that the end of shoe nearest the notched wheel clearance adjuster should have about twice as much clearance as the end nearest the anchor.

If feeler shows that this ratio is other than approximately 2 to 1, re-adjust anchors. Ideal clearance is .008 in. for anchor end and .014 in. for adjuster end.

5. Try car on testing machine or road and make final adjustment at clearance adjuster notched wheel.

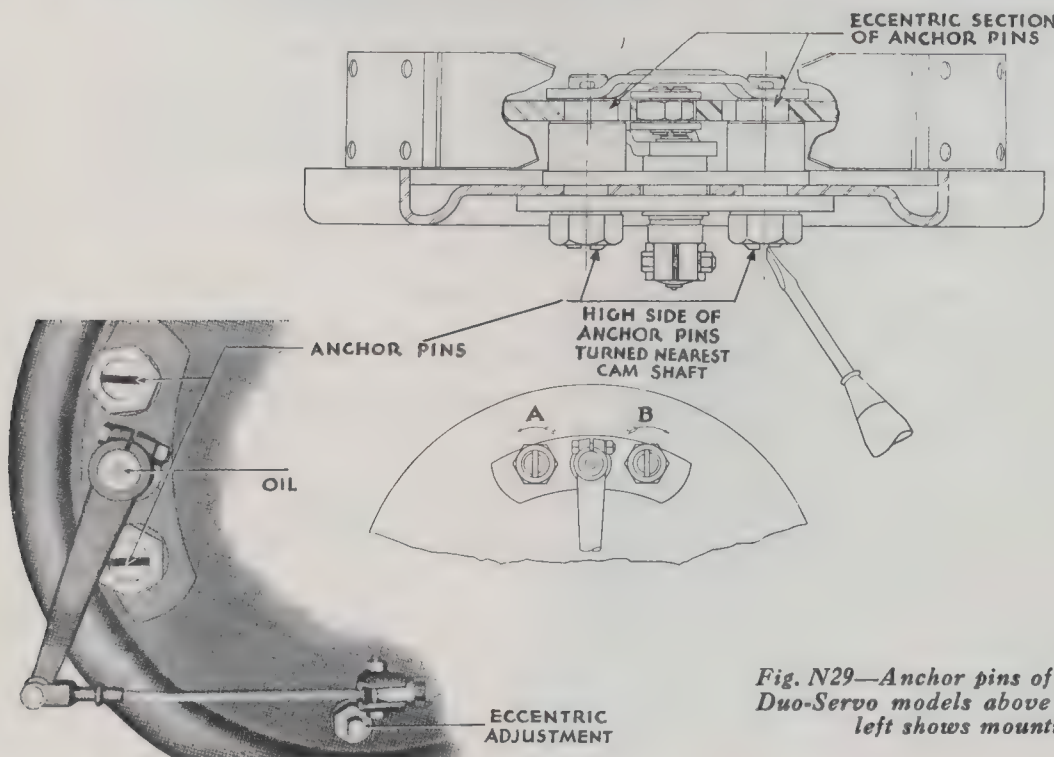


Fig. N29—Anchor pins of the eccentric type as used on Duo-Servo models above 16 inches. View at extreme left shows mounting at left rear brake



# 1978 AUSTRALIAN INTERNATIONAL VETERAN & VINTAGE MOTOR RALLY

*To be run under the auspices of the  
Federation International Des Voitures Anciennes (F.I.V.A.) by the*

## VETERAN CAR CLUB OF AUSTRALIA

**START:** Sydney—New South Wales  
**FINISH:** Gold Coast City—Queensland  
**STARTING DATE:** April 8, 1978  
**DURATION:** 16 days, concluding April 24  
**DISTANCE:** Slower Groups, A, B & C 1480 km = 925 mls  
Faster Group, D 1940 km = 1220 mls

### ELIGIBLE VEHICLES:

Veteran: Cars and motorcycles manufactured before December 31, 1918.

Vintage: Cars and motorcycles manufactured between January 1, 1919 and December 31, 1930.

Entries will be limited to 400 cars and 50 motorcycles.

### NATURE OF EVENT:

The rally is planned as a motoring tour and holiday, conducted in short stages during the Australian Autumn. A number of one and two day "rest days" offer adequate opportunity for sightseeing and hospitality. For competitive minded participants, sections of the route will provide ample interest.

Average temperatures at this time of the year are:

Sydney: Day 23°C = 74°F, Night 15°C = 60°F  
Gold Coast: Day 26°C = 80°F, Night 16°C = 62°F

### PARTICULARS OF ENTRY:

Entry forms available from Rally Director—September 1, 1976

Entry fee per vehicle, \$Aust. 75.00

Entry closing date, June 30, 1977

### ACCOMMODATION:

1. First class Hotels and Motels
2. Guest Houses and Hotels
3. On site Caravans and Camping

Priority will be given to overseas visitors upon request. Unaccompanied overseas vehicles will be cleared through Customs and housed by arrangement. Insurance, registration and other formalities will be arranged at owners request.

### ROUTE:

The route northbound from Sydney is planned through New South Wales. In general terms, it follows the Pacific Highway, skirting the eastern seaboard, (route 1 on your road map), and upon entering Queensland, turns inland to the city of Toowoomba, across country to the tropical Sunshine Coast and Glass House Mountains which were sighted and named by Captain Cook. Then through the City of Brisbane south, terminating at Australia's renowned Gold Coast City.

The slower cars (see map solid line) will be limited to an average of 185 km (115 mls) per day while the faster vehicles will travel the alternative course (dotted line) averaging approximately 245 km (155 mls) per day.

All roads are sealed and will take participants to Australia's most popular beaches, through tall timbers, tropical jungle, rain forests and national parks, sugar-cane fields, banana and pineapple plantations, around many lakes and along the banks of numerous picturesque rivers, with outlets into the Pacific Ocean. Peaks of the McPherson Range dividing New South Wales and Queensland will be seen in the distance, while the faster vehicles will twice cross the Great Dividing Range.

Places of historical interest, which may be visited include museums, buildings and steam-powered timber mills, also zoos, aquariums, reptile and bird sanctuaries.

### SERVICE:

Service and baggage vehicles will accompany the rally for the convenience of participants.

### EXHIBITION:

All vehicles will be exhibited before commencement of the rally with some limited displays taking place en route.

### CLOSING EVENT:

A rally dinner has been arranged at the Gold Coast on Monday, April 24, to finalise the event, to announce the winners in the various categories and for the presentation of trophies.

### EXTENDED STAY:

As you are in the heart of Queensland's established tourist centre, an extended stay is suggested

REMINDER A: To interested parties, the rally will commence 20 months from the issue of this bulletin.

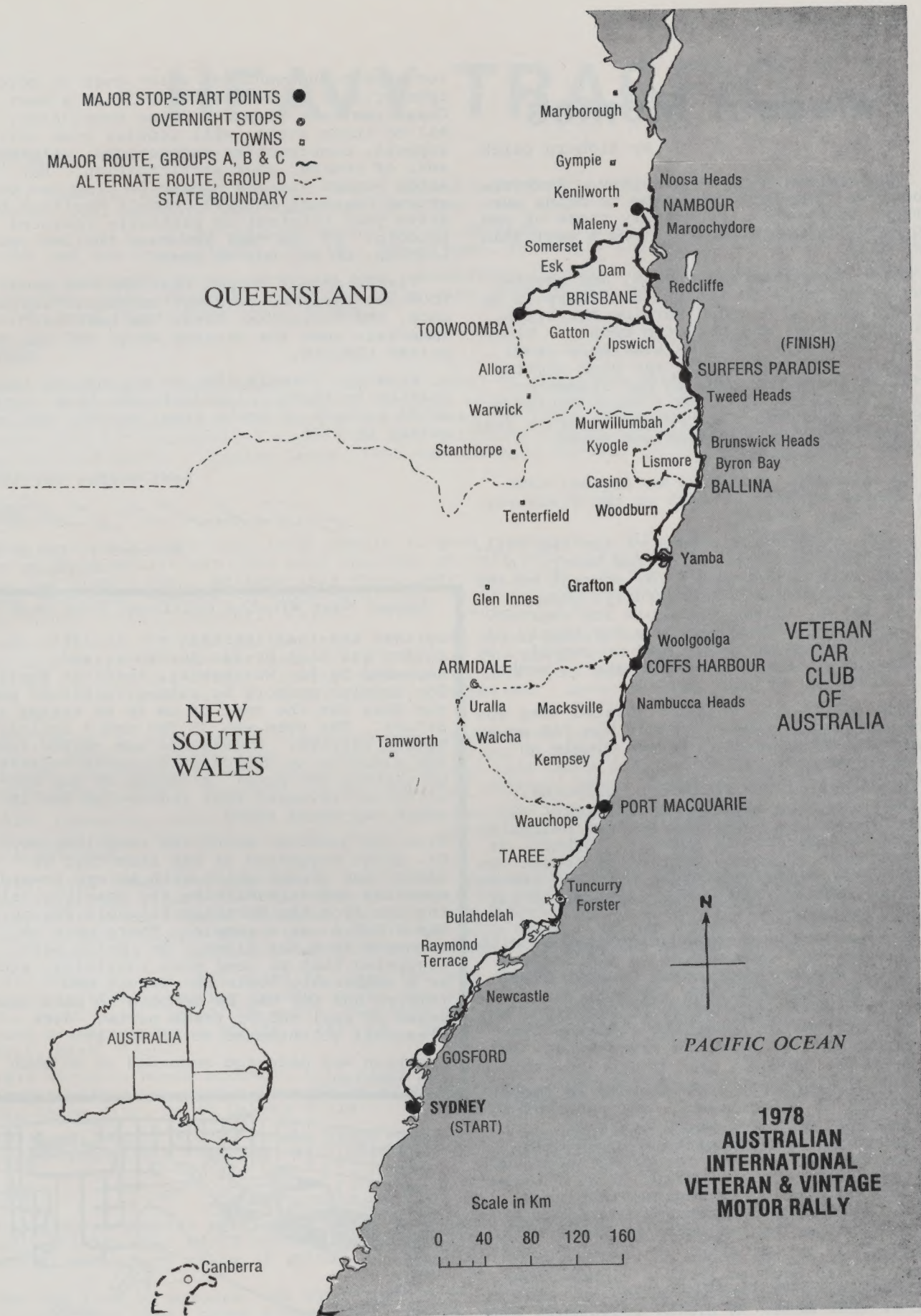
REMINDER B: Airlines have reduced fares available, which may suit your travel arrangements.

BULLETIN No. 1 may be printed whole or in part by clubs and interested parties.

### INQUIRIES:

Mr. Max Roberts, Rally Director  
1978 Australian International Motor Rally  
Veteran Car Club of Australia  
25 Regatta Road  
FIVE DOCK, N.S.W. 2046  
AUSTRALIA







# Mascot Memos

By Richard Quick

This message is a bit lengthy. However, I believe this is a good time to bring our members up to date, especially those of you who haven't been able to attend a meet this past year.

After some fits and starts, and shortages, I am happy to report that there is an ample supply of L and K Service Bulletins, L Shop Manuals, and bulletin covers. Microfiche cards will again be available about February. All orders for the club reprint projects should be sent to our Treasurer (Henry Harper), not to me. Sally hauled a station wagon full of supplies to Henry just to centralize our supplies and speed deliveries to members.

To eliminate confusion we request that changes of address be sent to the Treasurer and the Asst. Editor.

Most current back issues of the F&B will, in due time, be obtainable from Henry. A reprint will be necessary for several of the recent back issues. Regretfully, older issues are no longer available for reprint. In case you are wondering why our supply of recent F&Bs has been depleted so rapidly, it is because of the recent increase in membership.

Some of you are no doubt puzzled that you received your Nov/Dec issue of the F&B prior to the Sept/Oct issue. It was simply an error by our printer.

In regard to the 1931-35 K Bulletins, please note that after Dec. 1935, most all of the material in factory service bulletins deals with the Lincoln Zephyr. Perhaps, at a later date, a non-authentic supplement can be compiled to capture those bits and pieces in later editions which are relevant to our earlier models.

Most members have been quite pleased with the quality and information in the service bulletins we have reprinted. I have heard members say they like how the bulletins show how to retrofit a two stage regulator on an earlier system, or eliminate radiator overflow problems, or find and fix squeaks, and so on.

Initial plans for 1977 include an immediate period of consolidation and rebuilding of the club treasury, which has been depleted by the investment in technical literature. After that is accomplished, we will consider a color reprint of an L Sales Catalog and some parts reproduction projects. An improved financial position will also contribute to a bigger and better F&B.

Plans are in the works to expand the annual August meet to include a short tour. A swap meet, on a limited scale, may also be part of that meet. A L.O.C. fellowship tent

(or amphibious vehicle, which ever is more appropriate) at Hershey as well as a West Coast meet are also now being considered. All of these events will require your active support, constructive suggestions, patience and, of course, your participation! Set aside August 6th and please do plan now to attend Dearborn in 1977. Don't hesitate to drive your original or partially restored Lincoln. If you feel you must trailer your Lincoln, do so, but do come.

Please do not forget that the F&B needs YOUR photographs, stories, technical assistance, and historical data. We have an immediate need for stories about YOU and YOUR prized LINCOLN.

Finally, I would like to express my appreciation to those individuals who have contributed so much of their time, energy, and comradery in 1976.

Best wishes for 1977,

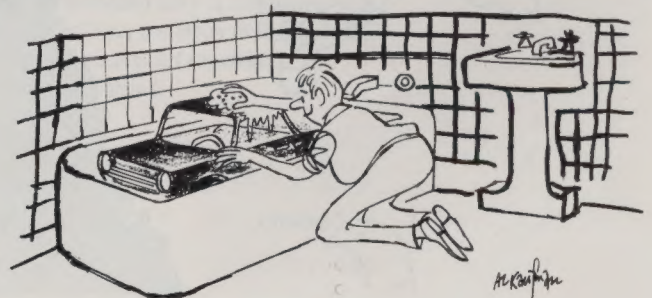
Richard T. Quick MD.  
President

Annual Meet Minutes continued from page 5

us that the last increase was in 1961. A motion was made by Joe Hordubay, and seconded by Roy Warshawsky, that the postage for foreign members be raised to \$10.00 and the dues for the rest of us to be raised to \$10.00. The vote was 35 for and 3 against; motion carried. A question was raised from the floor as to the constitutional legality of raising the dues. A review of the constitution revealed that the motion was in order and would stand.

With the question about the constitution, Dr. Quick suggested it was time that we review the constitution with an eye towards updating and streamlining it, possibly using the one from the Northern Illinois Region of the C.C.C.A. as a sample. There were no comments from the floor. Dr. Quick also suggested that we need more publicity, such as a membership booth to recruit new members and for use by members to pass messages or sell and/or trade parts. Jack Greenleaf volunteered to handle it.

A motion was made and seconded to adjourn the meeting.





# HEAVY TRAFFIC

## FOR SALE

1928, Model L, LeBaron, Doctors Coupe, unrestored but 95% complete. \$5,000.00 or best offer. L.B. Gardner, 2430 Samaritan Dr., San Jose, Calif., 95124 408-371-6771

Four new '31-K, '32-KA exhaust valves at \$15.00 each. I also have one '31 clock which works and has been cleaned, \$75.00. Henry Hunt, 13 Town's End Road, Mendham, N.J. 07945

1936, 5 passenger sedan, aluminum body, upholstery is good and body solid but needs restoration. 1932, Model KA parts for sale, also 1929 Lincoln Owners Manual. J. Noll, 127 Deaven Road, Harrisburg, Pa. 17112

## TRADE

Have a very nice steel trunk and 17" wire wheel to trade for parts for my 1929 Judkins, 4 door. I need one or two wire wheel hubcaps, outside visor with brackets, or barrow a sample for reproduction (please help as I need the visor and have not found one as yet), trunk 33"x 19", windshield wiper arm, two autophone transmitters, and miscellaneous small engine room parts. Stanley Lempa, 1950 West Hubbard Street, Chicago, Ill. 60622 312-456-0334 evenings

## WANTED

1924 type oval brake and clutch pedals in good condition. 1924 type or earlier, gas gauge which mounts onto the rear gastank, on left side. 1924/25 type hard rubber insulator for ahoogh horn, Kellogg type which uses two wires. If necessary, I have two 1923 rear woodwheel hubcaps, in good condition, to trade towards parts I need. Steve Lehto, 857 Sydnor Drive, Campbell, Calif. 95008 408-371-5392

Urgent Please. I need sixteen type "C" lower valve spring seats, to fit "new" type "C" springs which are heavier gauge 7/32" thick. The large end internal diameter is 1", as fitted in 1929 and after. I also need a 1925 left side tail light arm, top part is brass and the stem is steel. P. Harris-Mayes, "Waimarino", Manor Avenue, Deal CT 14-9PN, England

1926, Model L, with McNear Limousine body needs front bumper, horn, rear bumperettes, Owners Manual, and two rims. I would like to buy a 1925/26 Model L Roadster in original running condition, or will trade nice original 1924 Dodge Station Wagon or 1926 Pierce Arrow Opera Coupe. Robert P. King, Box 292, Gardner, Mass. 01440 617-632-1996, 7-10 PM.

1928, Limousine needs crank hole cover, rear bumper, aluminum wheel well and tire hold down, gas cap, and rear interior lights. Jim L. Fox, P.O. Box 617, Anderson, Texas 75001 214-387-2325

1929, type 168B, two jump seats, rear seat, two running board courtesy lights, microphone for intercom. I have the following to trade: gas cap, oil cap, fuel shut-off valve, ash-tray with cigar lighter (Linden) for rear compartment, trunk rack, cigar lighter with reel, trouble light, spare tire lock, crank hole cover, and one Tri-Lin rim and red lense. D.B. Brown, 44-52 Queensborough Terrace, London, W2, England Phone. 01-229-9611

1932 Model KB and 1833 Model KA, need two pair under fender plates to hold parking lights, two sets of horn spring leaves, cover for dash pull out lighter (need two), bronze gears for carb. sync. (need two sets), two sets of couplers for generator/water pump, and a fuel pump diaphragms for a 1932KB & 1933 KA. Harrison P. Bridge, 50 Fernwood Road, Chestnut Hill, Mass. 02167

1934 Victoria needs hubcaps, tail light rim, inside door handle, air cleaner, center bumper medallion, running boards or trim, and dome light switches. Phil DeGreef, Box 248, Big Stone City, South Dakota 57216 605-862-8181

1937, Willoughby 4 Door Sports Sedan needs both running boards and rubber and two hub caps. Franklin H. Hancock, 4612 King William Road, Richmond, Va. 23225 804-231-2061

## LEAD

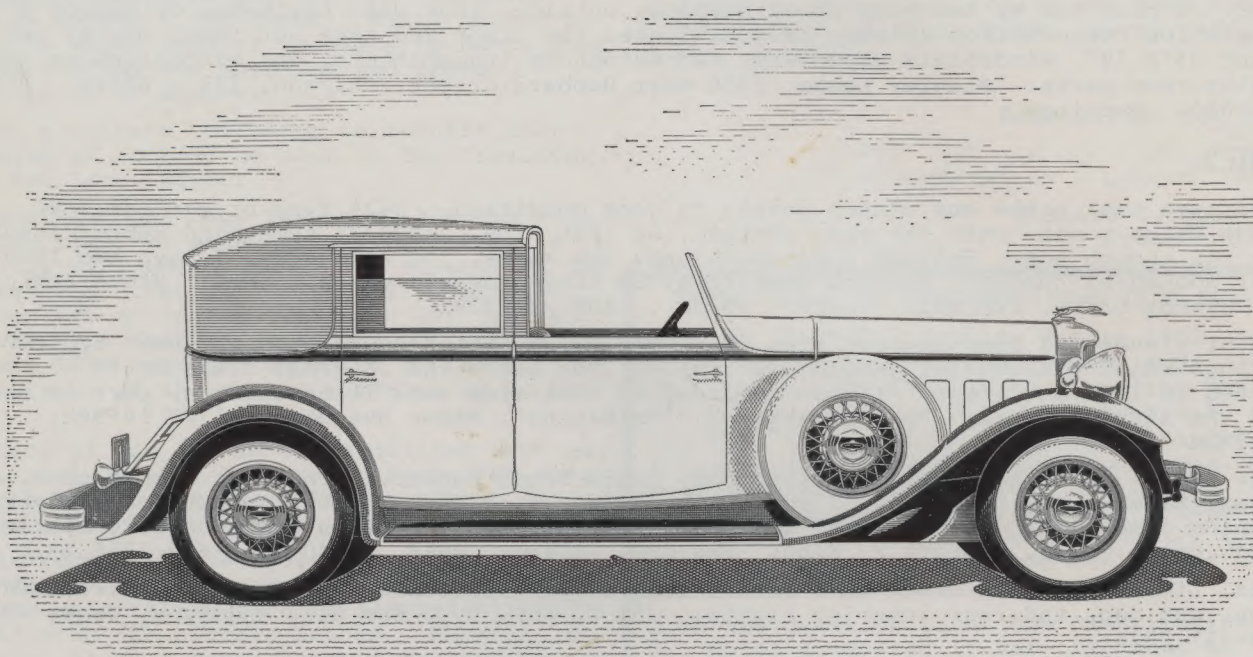
Any members needing early 20's Model L straight type valve springs try B.S. Wisniewski Co., 201-245 West Maple Street, (or 1801-1811 South 2nd Street), Milwaukee, Wisc. They are \$3.00 each, I think (# VS160). Sent in by Steve Lehto

Ads are free to members. To avoid errors we ask you to please print or type your ad and include your name, phone number, and address with zip code and mail to the Editor.



# T H E L I N C O L N

## 12



*Lincoln has always aimed to make available to the public a motor car as nearly perfect as it is possible to produce. . . . In this age of mechanical progress, a natural evolution of this policy is the Lincoln V-12 cylinder. . . . Its background is the traditional Lincoln background . . . expert engineering, painstaking testing, unhurried manufacture, world-famous precision methods, and in every activity, the support of the entire Ford organization. Prices of the Lincoln 12 cylinder motor car range from \$4300 at Detroit*

Engine of 12 cylinders cast in two blocks of six and set at a V angle of 65 degrees to give out-of-step firing and insure smooth operation. Three-point suspension mounted on rubber. Brake horse-power, 150. Bore and stroke— $3\frac{1}{4} \times 4\frac{1}{4}$ . Dual down-draft carburetor with special intake silencer and air cleaner. Ignition distributor mounted at rear end of engine. Exhaust pipe carried forward of and

below engine to keep heat from front compartment. Silent camshaft drive chain with automatic adjustment, requiring no attention. Soft-acting double-disc clutch. Free-wheeling unit controlled from dash operative in all forward speeds. Transmission equipped with a special synchronizing unit to facilitate gear shifting. Helical second-speed gears insure quiet operation. Wheelbase,

145 inches. Tread, 60 inches. Brakes equipped with vacuum booster to augment foot pedal pressure. Thermostatically controlled radiator shutters and hood ventilators. Springs semi-elliptic—rear, 62 inches; front, 42. Welded steel-spoke, one-piece demountable wheels, diameter, 18 inches, with  $7\frac{1}{2}$ -inch tires. Steering, worm and roller. Twenty-three custom and standard bodies.